

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4701. 號九廿月七年八十七百八千一英

HONGKONG, MONDAY, JULY 29, 1878.

日十三月六年寅戊

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORON, Ludgate Circus. E. C. BATES, HENDY & CO., 4, Old Jewry. E. C. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROENT, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HENDRICK & CO., Malacca.

CHINA.—MORRIS A. A. DE MELO & CO., Swatow, CAMPBELL & CO., Amoy, WILSON, NICHOLLS & CO., Foochow, HEDDER & CO., Shanghai, LANE, CRAWFORD & CO., KAITI & WALSH, Yokohama, LANE, CRAWFORD & CO.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,000,000 Dollars.

#### COURT OF DIRECTORS.

Chairman.—F. D. SASSON, Esq. Deputy Chairman.—W. H. FORBES, Esq. E. R. BELLIOS, Esq. A. L. DALRYMPLE, Esq. H. HOPKINS, Esq. Hon. W. KESWICK.

#### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Shanghai, EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

#### HONGKONG.

##### INTEREST ALLOWED.

On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

##### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, 2,000,000. RESERVE FUND, 1,150,000.

#### BANKERS.

THE BANK OF ENGLAND. THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on WEDNESDAY, the 7th August, 1878, at 11 a.m., at H. M. Naval Yard,—

Sundry Condemned Naval and Victualling STORES, comprising—  
Old Wrought Iron, Hoses, Glass, Rags, Boots, Biscuits, Duns, Chocolate, Peas, Tobacco.

Flannel, Duck, Serge, Shoes, Library Books, Implements, etc., etc.

And,  
1 Iron Lathe.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7 1/2. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer. Hongkong, July 25, 1878.

## For Sale.

### FOR SALE.

#### EX LATE ARRIVALS.

CHUBB'S CASH and DEED BOXES. RODGE & SONS' Celebrated CUTLERY.

MAPPIN BROS. GENTS' DRESSING CASES.

WATERLOW'S & DE LA RUE'S STATIONERY.

BILLIARD CLOTHS, and BILLIARD CHALK.

BILLIARD CUE CEMENT and TIPS.

TABLE GLASSWARE and CROCKERY.

BRUSH-WARE of all Kinds.

ALBUMS.

NOVELS, SCHOOL BOOKS, PRESENTATION BOOKS, &c.

FINE KENT HOPS.

MALT.

CARBOLIC ACID.

CAUSTIC SODA.

CHLORIDE OF LIME.

CROSBY & BLACKWELL'S CELEBRATED HOUSEHOLD STORES.

California SODA CRACKERS.

Family PIG PORK in kegs.

Family MESS BEEF in kegs.

Compressed CORNED BEEF.

Compressed OX TONGUES.

Compressed HAM.

BARCELONA and PEA NUTS.

&c., &c., &c.

TEYSSONNEAU'S FRUITS, in BRANDY, NOYEAU, and JUICE.

French JAMS and JELLIES.

"O. K." BOURBON WHISKEY (Bottled by L. A. & Co.).

Bass's ALE, in pints and qts., bottled by Cameron and Saunders.

GUINNESS'S STOUT, in pints and qts., bottled by E. & J. Burke.

BARCLAY & PERKINS' PORTER, in Kilderkins and Hhds.

CLARET, in Cases.

&c., &c., &c.

LAMBERT, ATKINSON & CO.

Hongkong, July 19, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves.)

CUT LOAF SUGAR.

CUBE SUGAR (Lyle's Patent).

CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

White SUGAR, mark C. S. R. (in diamond) 4 lbs.

## For Sale.

### FOR SALE.

LADIES' and GENTLEMEN'S RIDING WHIPS.

CARBOLIC ACID, the best disinfectant.

PORCELAIN ICE PITCHERS.

KEILLER'S DUNDEE MARMALADE.

FOSTER'S Bottled ALE and STOUT.

VEXON'S CAFETERIES.

CURCIER and ADER'S CLARETS.

Bass's ALE and GUINNESS'S STOUT, bottled by Foster.

French JAMS.

Scotch OATMEAL.

FOSTER'S Bottled ALE and STOUT.

VEGETABLE, FLOWER and LAWN-GRASS SEED.

TEA, FASTER'S CUPS, POTS, SCALES and TIME GLASSES.

FOSTER'S Bottled ALE and STOUT.

French SUMMER SHOES.

CHRISTY'S HATS.

Bass's ALE and GUINNESS'S STOUT, bottled by Foster.

Faster's TOILET SOAP.

English HAMS.

FOSTER'S Bottled ALE and STOUT.

SPARKLING BURGUNDY.

CHOICE PORT for Invalids.

FOSTER'S Bottled ALE and STOUT.

CURACAO, MARASCHINO, and CHARTREUSE.

HENDRICK'S PERFUMERY.

Bass's ALE, by Foster, highly recommended for purity, and the extreme Care used in Bottling.

### LANE, CRAWFORD & Co.

Hongkong, July 17, 1878.

## Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 3 % or \$2.50 per SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held this Day, will be Payable at the Hongkong & Shanghai Banking Corporation on and after FRIDAY Next, the 26th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 24, 1878.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twelfth Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on WEDNESDAY, the 31st Instant, at 3 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 17th to the 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1878.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

THE Following is the SCALE of RATES for SILK, with Average, that will be charged by the above Company at this Port for the present Season.

To the Continent; by Mail Steamers, 1 %

United Kingdom; do, 1 1/2 %

do by Holt's & Glen Stra., 1 1/2 %

do by Castle Stra., 1 1/2 %

do by other first-class Stra., 2 %

By Order, W. H. RAY, Secretary.

Hongkong, July 1, 1878.

NOTICE.

THE OFFICES of the Undersigned have been temporarily REMOVED to the Premises in DUNDRELL STREET, formerly occupied by Messrs NORMAN & CO.

LANDSTEIN & Co.,

Hongkong, July 15, 1878.

THE EQUIVABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.

J. W. ALEXANDER, Vice-President.

SAMUEL BORNOW, Secretary.

A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE, 120, BROADWAY, NEW YORK.

Assets \$31,700,000 Surplus \$5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYPHANT & Co., Agents.

Hongkong, January 21, 1878.

## For Sale.

### FOR SALE.

LADIES' and GENTLEMEN'S RIDING WHIPS.

CARBOLIC ACID, the best disinfectant.

PORCELAIN ICE PITCHERS.

KEILLER'S DUNDEE MARMALADE.

FOSTER'S Bottled ALE and STOUT.

VEXON'S CAFETERIES.

CURCIER and ADER'S CLARETS.

Bass's ALE and GUINNESS'S STOUT, bottled by Foster.

French JAMS.

Scotch OATMEAL.

FOSTER'S Bottled ALE and STOUT.

VEGETABLE, FLOWER and LAWN-GRASS SEED.

TEA, FASTER'S CUPS, POTS, SCALES and TIME GLASSES.

FOSTER'S Bottled ALE and STOUT.

French SUMMER SHOES.

CHRISTY'S HATS.

Bass's ALE and GUINNESS'S STOUT, bottled by Foster.

Faster's TOILET SOAP.

English HAMS.

FOSTER'S Bottled ALE and STOUT.

SPARKLING BURGUNDY.

CHOICE PORT for Invalids.

FOSTER'S Bottled ALE and STOUT.

CURACAO, MARASCHINO, and CHARTREUSE.

HENDRICK'S PERFUMERY.

Bass's ALE, by Foster, highly recommended for purity, and the extreme Care used in Bottling.

### LANE, CRAWFORD & Co.

Hongkong, July 17, 1878.

## Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1877, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 12, 1878.

NOTICE.

MR. H. SCHUREN'S PHOTOGRAPHIC STUDIO.

IS NOW OPEN.

HOURS FOR SITTING: EVERY DAY FROM 7 TILL 10 O'CLOCK A.M.

MR. H. SCHUREN respectfully requests all Persons desirous to have their Portraits, to notice well the earlier hours for sitting, as the only means to obtain, during the present Season, those fine half tints and details so much admired, especially in White Dresses. Photos taken after 10 o'clock a.m. cannot be guaranteed to be to every satisfaction.

The Atelier cannot be open for more than Two Months.

NOVELTY.

MR. H. SCHUREN'S NEW SALOON PICTURES.

THE FINEST PRESENTS TO BE CHOSEN.

No Really Elegant Drawing Room should be without them.

MR. SCHUREN has much pleasure in introducing in this Colony, the new Style of Photos which undoubtedly will find admirers amongst the intelligent.

The new Saloon Picture is unrivalled for its effects in artistic lightening, and its beautiful details, especially for LADY'S EVENING DRESSES and every kind of Embroidered and Plain White Dresses.

Hongkong, July 10, 1878.

AFONG, PHOTOGRAPHER.

by appointment, to H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE above has pleasure to inform the public of Hongkong that he has obtained the assistance of Mr. Griffith (for many years manager and principal operator to Mr. Saunders of Shanghai), and having carefully arranged the light of his new Studio and secured the newest and best appliances for obtaining the highest excellence in his work, he is now ready to produce all the Latest Novelties in Photography Portraiture.—A large and varied Assortment of Views always ready. Superior Enlargements made at shortest notice.

STUDIO, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel.

Hongkong, July 9, 1878.

DENTAL NOTICE.

DR. ROGERS begs to intimate that he has RETURNED, and is now ready to receive Patients at No. 7, ASSURANCE ROAD.

Hongkong, July 4, 1878.

## Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on THURSDAY, the 15th day of August next, at THREE O'CLOCK p.m., for the purpose of receiving the Reports of the Court of Directors, together with a Statement of Accounts to 30th June, 1878.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, July 26, 1878.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 3rd, to THURSDAY, the 15th August next (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, July 26, 1878.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$2.50 per SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held To-day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after the 1st Proximo.

Shareholders are requested to apply at the Secretary's Office for Warrants.

By Order of the Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, July 24, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES of Interest allowed on Deposits.



## To-day's Advertisements.

**FOR MANILA.**  
The Steamship  
"EMERALDA,"  
Capt. G. D. Pym, will be  
despatched for the above  
Port, To-morrow, the 30th inst., at  
Noon.  
For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.  
Hongkong, July 29, 1878. au20

**FOR SWATOW, AMOY & FOOSHOW.**  
The Steamship  
"DOUGLAS,"  
Capt. G. D. Pym, will be  
despatched for the above  
Ports on THURSDAY, the 1st Proximo,  
at Noon.  
For Freight or Passage, apply to  
DOUGLAS LARSEN & Co.,  
Agents.  
Hongkong, July 29, 1878. au1

**FOR SINGAPORE AND PENANG.**  
The British Steamer  
"MADRAS,"  
Capt. Richardson, will load  
here for the above Ports, and  
will have quick despatch.  
For Freight or Passage, apply to  
HOP KEE.  
Hongkong, July 29, 1878. au1

**FOR NAGASAKI, WADSWORTH  
AND NICKOLAI.**  
The Danish Steamer  
"NORDEN,"  
Boysen, Master, will have  
quick despatch for the above  
Ports.  
For Freight or Passage, apply to  
Wm. PUSTAU & Co.,  
Agents.  
Hongkong, July 29, 1878. au1

**DANISH STEAMER NORDEN,**  
Boysen, Master, FROM HAMBURG  
AND SINGAPORE.

**CONSIGNEES** of Cargo by the above  
Steamer are hereby informed that  
their Goods are being landed and stored at  
their risk in the Godowns of the Under-  
signed, from whence delivery may be ob-  
tained.  
Consignees wishing to take delivery of  
their Goods from the Steamer alongside the  
Wharf are at liberty to do so.  
Goods remaining in store after the 5th  
August next will be subject to rent.  
No fire insurance has been effected.  
Optional Cargo will be forwarded unless  
written notice to the contrary is given before  
To-morrow, the 30th inst., at 10 a.m.  
Bills of Lading will be countersigned by  
Wm. PUSTAU & Co.,  
Agents.  
Hongkong, July 29, 1878. au2

**FOR YOKOHAMA & HIOGO.**  
The British Steamer  
"CITY OF SANITAGO,"  
shortly expected from SINGA-  
PORE, will have quick de-  
spatch as above.  
For Freight, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, July 29, 1878. au7

**BRITISH BARQUE PENRITH,**  
FROM LONDON.

**CONSIGNEES** of Cargo by the above-  
named Vessel are requested to send  
in their Bills of Lading for countersignature,  
and to take immediate delivery of their  
Goods.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.  
MEYER & Co.,  
Agents.  
Hongkong, July 29, 1878. au1

**NOTICE TO CONSIGNEES.**  
THE BRITISH SHIP BERTIE  
BIGELOW, FROM ANTWERP.

**CONSIGNEES** of Cargo by the above-  
named Vessel are hereby requested to  
send in their Bills of Lading to the Un-  
derigned for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.  
MEYER & Co.,  
Agents.  
Hongkong, July 29, 1878. au5



**STEAM FOR**  
Singapore, Penang, Point de Galle,  
Aden, Soerabaya, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton, and  
London direct,  
Also,  
Bombay, Madras, and Calcutta.

**THE PANAMA AND ORIENTAL STEAM**  
NAVIGATION COMPANY'S Steamship  
"SURA," Captain G. G. Burns, will  
leave this on SATURDAY, the 30th  
August, at Noon.  
For further Particulars, apply to  
A. LIND, Superintendent.  
Hongkong, July 29, 1878. au10

**NOTICE.**  
The Underigned have received instruc-  
tions to sell by PUBLIC AUCTION,  
on the Premises, at Noon, on  
TUESDAY,  
the 30th of August next—  
All the VALUABLE LAND, HOUSES,  
&c., &c., situate at the Port of TAMU,  
FORMOSA, and known as the PAOU-  
SHUN PROPERTY, in TWO LOTS.  
Lot 1 Consisting of GODOWNS, DWEL-  
LING HOUSE, GARDENS, STABLES  
&c., &c.  
Lot 2 a plot of UPLAND GROUND very  
suitable for building purposes.  
For particulars of property, and terms of  
sale, apply to  
ELLES & Co.,  
Tientsin.  
Tientsin, 29th July, 1878. au20

## To-day's Advertisements.

**THEATRE ROYAL.**  
**CITY HALL,**  
HONGKONG.

**To-morrow Evening,**  
(TUESDAY), 30th JULY, 1878.

**DOCTOR SILVESTER,**  
TWO HOURS  
WITH THE DOCTOR.  
DESIRABLE DIAGNOSIS.

An Olla Podrida Omnium. Gatherum Poi  
Pouri Sui Generis, et hoc  
Genus Omnis.

**EXHIBITION OF MAGIC MARVELS**  
AND  
PRETTY PHANTASIES.

**THE BEAUTIFUL ENTRANCED LADY,**  
**FAIRY FOUNTAIN,**  
**THE DIVINING ROD,**  
**FACES, FEATURES AND FANCIES.**

**MISS DAISY SILVESTER,**  
who will appear in her Prototypical Char-  
acteristic and Unique Delineations of  
Men of the Time.

1. The First Moun- 2. Lounger's Moun-  
tache. tache.  
3. Dummy Make- 4. Halfpenny Officer's  
Up. Moustache.  
5. Naval Beard. 6. Artist's Beard.  
7. Merchant's Beard. 8. Swell Beard.  
9. Bridegroom's Beard. 10. Honeycomb Beard.  
11. Squatter's Beard. 12. Celestial Beard.  
13. The Negro.

**BY DESIRE,**  
Shadow Song (Dinorah) MRS. SILVESTER.

**PROF. W. M. FAY,**  
SCIENCE NATURAL AND UNNATURAL.

**EXTRA MUNDANE SPIRITUAL.**  
**PROF. FAY'S WORLD RENOWNED**  
**DARK SEANCE.**

During the Seances the Musical Instru-  
ments will be Coated with Phospho-  
rescence, so that the audience  
can see the various move-  
ments take place.

**THE PANORAMA.**  
**THE VOYAGE OF THE "SERAPIS."**

**PIANIST, MR. PANISZA.**

**Admission, ONE DOLLAR,**  
to all parts of the House, except the Balcony.  
**BALCONY, TWO DOLLARS.**

Tickets and Places for the Entertainment  
can be secured at MESSRS. LANE, CRAWFORD  
& Co.'s.

Doors Open at 8.15. Performance to  
Commence at 9 sharp.

Conveyances may be ordered for 11.15.  
Hongkong, July 29, 1878. j31

**HONGKONG AND WHAMPOA DOCK**  
**COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE Half-Yearly MEETING OF**  
**SHAREHOLDERS** will be held in  
the Offices of the Company, Club Cham-  
bers, on TUESDAY, August 20th, 1878,  
at 3 p.m., for the purpose of receiving a  
Statement of Accounts to 30th June 1878.  
The Transfer BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
August, both days included.  
By Order of the Board,  
D. GILLIES,  
Secretary.  
Hongkong, July 29, 1878. au20

**Not Responsible for Debts.**

**Neither the Captain, the Agents, nor**  
**Owners will be Responsible for any**  
**Debts contracted by the Officers or Crew**  
**of the following Vessels, during their stay**  
**in Hongkong Harbour:**  
ANNIE LOWRY, British barque, Captain  
B. Gales. — Vogel, Hagedorn & Co.  
KATE TATHAM, British barque, Captain  
Petkethly. — Birley & Co.  
OCEAN RACER, British 3-m. schooner,  
Captain Simpson. — Order.  
JEANE PIERRE, French bark, Captain  
Legasse. — Vogel, Hagedorn & Co.  
ATHENE, British barque, Captain Alex.  
Findlay. — Captain.  
MARY BLAIR, British barque, Captain  
James Riddle. — O. & S. S. Co.  
LOTTIE MOORE, American barque, Capt.  
O. S. Hudson. — Arnold, Karberg & Co.  
FONTENAY, British ship, Capt. G. B.  
Taylor. — Vogel, Hagedorn & Co.  
KROENHAYN, Danish steamer, Capt. L.  
C. Grove. — Siemens & Co.  
BALAWATTANAH, British str., Capt.  
G. T. Hopkinson. — Yuen Fat Hong.  
BERTIE BIGELOW, British ship, Captain  
Ferguson. — Meyer & Co.

**SHIPPING.**

**ARRIVALS.**

July 27, 8 p.m., Koro, British steamer,  
778, Colting, Saigon July 29, General.  
Meyer & Co.

July 27, Li Chi, Chinese R. C., from a  
cruiser.

July 28, Juliana, German 3-m. schooner,  
from Whampoa.

July 28, Norden, Danish steamer, 778,  
F. Boysen, Hamburg May 25, via ports of  
Call, and Singapore July 21, General.  
Wm. PUSTAU & Co.

July 28, Chinkiang, British steamer, from  
Canton.

July 28, Fuyuen, Chinese steamer, from  
Canton.

July 28, Penrith, British barque, 649,  
Rhymington, London March 12, General.  
MELCHERS & Co.

July 29, Yungching, Chinese steamer,  
661, Wallace, Shanghai July 25, General.  
— O. M. S. N. Co.

July 29, Bertie Bigelow, British ship,  
1142, Ferguson, Antwerp March 14,  
General. — MEYER & Co.

July 29, Emerald, British steamer, 885,  
Callan, Amoy July 27, General. — RUSSELL  
& Co.

July 29, Prince Louis, British ship,  
Moro, Newcastle (N.S.W.) June 9, Coal.  
— OLYN.

July 29, Hua Pan, Siamese ship, 874,  
E. Miller, Bangkok July 7, Rice. — KIN  
TSE LOO.

**DEPARTURES.**

July 28, Princess Seraph, for Bangkok.  
28, Namo, for Coast Ports.  
28, Norman Court, for Port Elizabeth.  
28, Mungton, for Quinhon.  
28, Pekin, for Shanghai.  
28, Malacca, for Yokohama.  
28, Marques de la Victoria, Spanish  
transport, for Manila.  
29, Kirkland, for Quinhon.  
29, Fuyuen, for Shanghai.  
29, Chinkiang, for Shanghai.  
29, Cassandra, for Newchwang.  
29, Yungching, for Canton.

**OLYMPIA.**  
Wm. H. Davis, for San Francisco.  
Yotting, for Swatow.  
Fair Leader, for Yokohama.  
The Frederick, for Victoria (Oregon).

**PASSENGERS.**

Per Norden, from Hamburg, &c., Mrs  
& Master Hulme, Messrs Brewitt,  
Lubben, Dorries, Wilgand, Oest, and Mrs  
Boysen, and 60 Chinese.  
Per Yungching, from Shanghai, Mrs  
Ferguson, and 100 Chinese.  
Per Koro, from Saigon, 30 Chinese.  
Per Emerald, from Amoy, 5 Europeans  
deck, and 30 Chinese.

Per Bus Pan, from Bangkok, 15 Chinese.  
Per Zambonga, from Haiphong, Capt.  
Garreau, and 54 Chinese.

Per Pekin, for Shanghai, Messrs W. J.  
Sullock, A. Hees, J. Whitall, W. Boffey,  
and Layton, and 23 Chinese; from South-  
ampton, Mr. Vander Tak; from Venice, Mr.  
Lazarus.

Per Malacca, for Yokohama, Lieut.  
Robinson, Messrs O. Vidal and A. O. Cause,  
and 9 Chinese; from Brindisi, Messrs  
Thompson, Angus, and Barr.

Per Chinkiang, for Shanghai, Mr. Met-  
zenhain.

## ARRIVALS.

July 29, Thoon Kramon, Siam; barque,  
474, P. W. Vorrath, Bangkok July 7, Rice  
and Sundries. — STRIMSEN & Co.  
July 29, Rebecca, German brig, 256, P.  
Thomson, Ningpo June 24, Samho, —  
Wm. PUSTAU & Co.  
July 29, Jassie Jamison, Brit. barque,  
504, West, Keelung July 21, Coal. —  
DOUGLAS LARSEN & Co.  
July 29, Zambonga, Spanish steamer,  
661, Arauguren, Haiphong July 25, and  
Hollow 28, General. — LANDSTEIN & Co.  
July 29, Morning Star, Siamese barque,  
from Bangkok.  
July 29, Prince Amado, British ship,  
from Cardiff.

**DEPARTURES.**

July 28, Princess Seraph, for Bangkok.  
28, Namo, for Coast Ports.  
28, Norman Court, for Port Elizabeth.  
28, Mungton, for Quinhon.  
28, Pekin, for Shanghai.  
28, Malacca, for Yokohama.  
28, Marques de la Victoria, Spanish  
transport, for Manila.  
29, Kirkland, for Quinhon.  
29, Fuyuen, for Shanghai.  
29, Chinkiang, for Shanghai.  
29, Cassandra, for Newchwang.  
29, Yungching, for Canton.

**OLYMPIA.**  
Wm. H. Davis, for San Francisco.  
Yotting, for Swatow.  
Fair Leader, for Yokohama.  
The Frederick, for Victoria (Oregon).

**PASSENGERS.**

Per Norden, from Hamburg, &c., Mrs  
& Master Hulme, Messrs Brewitt,  
Lubben, Dorries, Wilgand, Oest, and Mrs  
Boysen, and 60 Chinese.  
Per Yungching, from Shanghai, Mrs  
Ferguson, and 100 Chinese.  
Per Koro, from Saigon, 30 Chinese.  
Per Emerald, from Amoy, 5 Europeans  
deck, and 30 Chinese.

Per Bus Pan, from Bangkok, 15 Chinese.  
Per Zambonga, from Haiphong, Capt.  
Garreau, and 54 Chinese.

Per Pekin, for Shanghai, Messrs W. J.  
Sullock, A. Hees, J. Whitall, W. Boffey,  
and Layton, and 23 Chinese; from South-  
ampton, Mr. Vander Tak; from Venice, Mr.  
Lazarus.

Per Malacca, for Yokohama, Lieut.  
Robinson, Messrs O. Vidal and A. O. Cause,  
and 9 Chinese; from Brindisi, Messrs  
Thompson, Angus, and Barr.

Per Chinkiang, for Shanghai, Mr. Met-  
zenhain.

Per Namo, for Fookchow, Mr. T. Pim.  
Per Fuyuen, for Shanghai, 40 Chinese.

**SHIPPING REPORTS.**

The British steamer Koro reports: Passed  
Cape St. James at mid-day of Tuesday,  
and experienced fine weather throughout  
the passage with light variable winds.  
The Danish steamer Norden reports:  
Fine weather all morning Hongkong, when  
sailed.

The British barque Penrith reports:  
Moderate winds to Trieste da Cunha when  
had heavy gale from S.E., which lasted  
seven days; in lat. 39.8, long. 8 W., passed  
a water-logged ship, loaded with kerosene  
oil, no life on board; light winds from St.  
Paul's to this port.

The Chinese steamer Yungching reports:  
Light variable winds and fine weather to  
Pedro Lobo, thence equally and heavy  
rain to port.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

The British steamer Emerald reports:  
Left Amoy on the 27th, and had light va-  
riable winds and calm to Breaker Point,  
and thence to port moderate N.E. winds  
and squally.

The British ship Bertie Bigelow reports:  
Fine weather until in lat. 35 S., long. 20  
W., where we got S.E. gale lasting 6 days,  
lost sails, &c., from the Cape to St. Paul's  
Island very heavy weather with heavy sea.  
Thence fine with light winds and calm.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.  
**香港大藥房**  
**A. S. WATSON & Co.**  
**FAMILY & DISPENSING CHEMISTS,**  
**WHOLESALE AND RETAIL DRUGGISTS,**  
**IMPORTERS**  
OF  
**DRUGGISTS' SUNDRIES, NURSERY REQUI-**  
**SITES, TOILET REQUISITES, ENGLISH,**  
**AMERICAN, AND FRENCH PATENT**  
**MEDICINES.**  
Soda Water, Lemonade, Tonic Water,  
Gingerade, Potash Water, Sarsaparilla  
Water, and other Aromatic Waters.  
The Dispensary is under direct and  
continuous European Supervision.  
Hongkong, June 1, 1876.  
The publication of this issue commenced  
at 7.45 p.m.

**BIRTH.**  
At Shanghai, on the 20th inst., the Wife  
of H. S. GOODFELLOW, of a Daughter.

**THE CHINA MAIL.**  
HONGKONG, MONDAY, JULY 29, 1878.

**REUTERS' TELEGRAMS.**  
[SUPPLIED TO THE "CHINA MAIL."]  
(By Southern Route.)

LONDON, 28th July, 1878.  
Lord Darnley has been created a Knight  
of the Garter, as also the Marquis of  
Salisbury.

The House of Commons have agreed to  
granting an annuity of £10,000 to the Duke  
of Connaught.

The Prerogation of Parliament has been  
named to the 20th August.

The agitation in Italy is subsiding.

The Pontifical Intermittent to England  
has been mediated.

**LOCAL AND GENERAL.**



In cross-examination by Mr. Wotton, Mr. Vogel said:—We could not call ourselves the agents of Messrs Robey Brothers & Co. of Sydney. We had communication from them that the *Hopeful* would be consigned to us with a cargo of coals, and also intimating that the Captain had drawn against the freight. Had the vessel been consigned to us we would have collected the freight and deducted the amount and handed the Captain the balance; Robey Brothers & Co. had nothing to do with the matter. We paid the amount to the Bank here. Had Robey Brothers & Co. advanced the amount it would have appeared in the accounts of Robey Brothers.

By His Lordship:—We have received no consideration whatever for what we did. We paid \$223.43 to the Oriental Bank; this was at the rate of 3/6; and the balance is for commission and other charges. Mr. Wotton then called the defendant, Captain James Donaghy, and said:—I am master of the British schooner *Hopeful*. She was chartered at Sydney by Mr. A. Hearn; I produce the Charter Party. Under the terms of this we were to proceed to Woolongong, and were to receive \$150 as security for its fulfilment. I got the paper produced from Messrs Robey Brothers & Co., and I also received the letter produced dated 27th April informing me that Messrs Robey Brothers & Co. were authorized to pay me \$150 as security for fulfilment of Charter Party. The date is a mistake; it should have been 27th March. I received \$135 from Messrs Robey Brothers; the other \$15 paid for the Commission, Insurance and Bank Exchange. The bill is for \$156.23, the other \$2 went as an advance to my mate. I then gave a bill against the freight in favor of Robey Brothers & Co., and payable by Messrs Vogel Hagedorn. We reached Woolongong on the 11th April and remained there nineteen days. I could not find the agents of Robey Brothers, so I telegraphed the following day to Robey Brothers but got no reply. I saw Mr. Hearn and gave him a written notice that I was ready to receive cargo. He told me to get my vessel under the tip, and I did so. I saw no more of him, he left for Sydney in the steamer. On the seventh day I wrote to Messrs Robey Brothers and remained all the day and was then released by the Charter, and subsequently secured another Charter and came to Hongkong, when this bill was presented to me. I heard before leaving Newcastle that Mr. A. Hearn had failed. It is usual to give a bill, when an advance is made against freight, similar to the one I gave in this case.

By Mr. Toller:—The \$2 was an advance to some of my men. It was not paid at my request; it is usual. The money was paid on advance notes. I ultimately got 17s. 6d. freight for coal and 12s. 6d. for some Chinese cargo. I got the money before the bill was drawn.

Mr. Wotton then addressed the Court; he contended that the plaintiffs had no claim on the defendant. Had the charterers put the cargo on board the schooner as they promised, the freight would have been paid and the amount of the bill paid. But this was not done and the defendant had to procure another Charter. The money had in fact been paid to Messrs Robey Brothers, and they could recover from the Estate of Mr. A. Hearn. It was hard the Captain should suffer. Had Mr. A. Hearn not become insolvent nothing would have been heard of this case.

His Lordship said that it appeared to him that Messrs Vogel, Hagedorn only paid a bill of Exchange which the defendant had accepted; he could not see what they had to do with A. Hearn. He would, however, take time to consider the case and give judgment another day.

#### ALLEGED CRUELTY AT SEA ON BOARD "THE FREDERICK."

Stetting v. Robey, \$274.40.—His Lordship now delivered the following judgment in this case:—This is a claim for wages and effects preferred by the carpenter of the British barque *The Frederick* against the master of that vessel. The master pleads two defences: (1) Desertion. (2) Payment and surrender of effects. The plaintiff admits that he left the ship, but states that he was compelled to do so by the violence, cruelty, and ill-treatment of the captain and officers and on account of the insufficiency of food. It appears that the plaintiff, who is a native of Holland, signed articles at New York on the 14th August, 1877, by which he undertook to serve as carpenter at \$5 10s. per month, from New York to Java, and thence on a voyage not to exceed three years. Final port of discharge in the United Kingdom, Continent of Europe, or United States at the master's option. The captain is a native of Nova Scotia, and the chief and late second mate Bell are natives of New Brunswick. Exclusive of the captain there were 18 of a crew when the vessel left New York, which she did on the 15th or 16th August bound for Java. Through stress of weather they had to put into Bermuda, where they arrived on 26th August, and on the 8th of September resumed the voyage to Anjer. At Bermuda two persons were discharged, and a boatswain named Michael Burke, a native of the United States, was shipped. On leaving Bermuda the second mate Bell was degraded and Burke was appointed to his place. Anjer was reached on the 26th December, and after staying there four or five days they proceeded to Batavia, which was reached on the evening of the 4th January, 1878. A quantity of cargo was discharged at Batavia and the vessel left for Hio-go on the 18th January, 1878, arriving at the latter port on 30th March. Burke got ill during the voyage, and still so continues. They left Kobe on the 30th April and proceeded to Manila, which they reached on the 29th May, and the vessel arrived here on the 2nd July inst. The alleged desertion of the plaintiff took place while at Kobe on the 21st April, and there is an entry on the articles inter alia that "I certify that A. Broeken, Thos. Michael, and Frederick Stetting have been discharged and left behind at this port on the alleged grounds of desertion, that I have inquired into the matter and find the allegation to be true, and a proper entry of said desertion has been produced to me in the official log by the master." (Signed) H. A. MITCHELL, for H.B.M.'s Consul. The above entry is also under the Consular seal of Hio-go-Osaka. The plaintiff and Burke, who had been discharged at Kobe, were sent here as distressed British seamen about the end of June. The *Frederick* cleared from Kobe for Manila, and it was only a chance her coming back here. At the outset of the case a question arose as to whether evidence of every act of ill-treatment not only to the carpenter, but to all the other members of the crew during the past 11 months was admissible. The decision of the full Court in the *Edinburgh* case of December last was

cited to show that such evidence was admissible. The full Court took it as a rule, and I was therefore bound to take it as such. I noted an objection taken to its reception. This opened a large field of inquiry, and with a large number of witnesses it became necessary to confine the evidence of each witness to certain channels and the specific acts of ill-treatment complained of. Each witness consequently detailed his own personal ill-treatment at the different stages of the voyage, then the ill-treatment of the carpenter and other members of the crew, and finally gave evidence as to the provisioning of the ship. The complainant called seven witnesses in justification of his leaving, and four witnesses were examined on behalf of the captain's contention. Although there was a great mass of evidence necessarily taken during an investigation extending over 10 days, I think it will be sufficient for the purposes of decision if I refer to the evidence bearing on two branches of the case. The ill-treatment of the master and officers to the plaintiff himself. 2nd. The insufficiency of food. I do not propose to discuss the cause of death of a sailor named Raab, who is entered on the log as having died of dysentery on the 8th February, but whose death the sailors ascribe to the inhumanity of Bourke, the late 2nd mate, who is now in the colony; nor do I intend to notice the complaints of cruelty and illegal punishments preferred by members of the crew other than the carpenter, as possibly these questions may be taken up elsewhere. Bearing in mind the temptation and liability to exaggerate which a sailor has when an opportunity is given him of stating what he thinks are his wrongs, I received with much caution the statements made by the carpenter and his witnesses. The defendant's counsel subjected them to close cross-examination. They all described scenes of great cruelty, indeed barbarity, and in some instances the contradictions were so manifest, and the colouring so high, and the improbability of the events described so great, that I felt inclined at times in the inquiry to doubt the existence of many of the wrongs complained of and described. But when the defendant and his witnesses were examined it became clear that a current of truth ran through the sailor's story, and that there was not so much over-statement in detail as at first was prepared to find. The carpenter's complaint was that he was beaten almost daily with one or other of two sticks and with ropes; beaten by the captain, beaten by the mate, and beaten by the second mate, and that he was starved. "Plenty of beating and nothing to eat" was his summing up of the treatment that he and others got on board. He said he was beaten over the head and the body with both ropes and sticks, and he complained particularly of one beating that the captain gave him over the head with a rope when he got his eye injured, and the chief mate turned to him and said he would "do for the other." The two sticks complained of were known as the "brace stick" and the "wheel stick." The former was a rough piece of wood about 2 inches broad, 3 feet long, and 1/2 an inch thick. The wheel stick, so called because kept at the wheel grating, was of similar dimensions. But one witness represented it as 1/2 of an inch and another as nearly an inch thick. The chief mate said it was more than 1 inch, and the "Frenchman," a witness for the defendant, said it was about 1 inch thick. This stick was bevelled off at the edges and had a sort of handle whittled on it. It was "like a sword," said one of the witnesses, and had printed on it the words "The sailors' friend. Steer straight, you beggars. The *Frederick*." Mr. Bourke's chairman and striker. It made its first appearance after leaving Bermuda say the sailors, but not till after having passed the Cape, or within 14 days of Anjer says the captain, for to the manifest surprise of nearly every one in court, the captain admitted its existence, and that the writing was his or at least the words "The sailor's friend—M. Bourke's chairman." He likewise stated that the mate wrote the words "The *Frederick*." This stick, as I have said, was kept standing in the grating at the wheel unless when in use, which it is proved beyond doubt to have frequently been, and was for the purpose of beating or tapping the men. The carpenter was frequently beaten with it on the body and head. The captain admits that he may have hit him several times on the back with it, as he did the others "to smarten them up a little bit." He "tapped" them with a rope's end or this stick. He says it was of no use except to whittle, and yet it was carefully kept at the grating to remind the men what they would get if they did not steer straight, until one day he lost it by throwing it at a bird which alighted on the ship when they were on their voyage to Kobe from Batavia. With reference to the "brace stick" it was kept at the meat safe, near the main brace, and was frequently called into use by every one of the officers. The captain does not know anything about this stick, but of the wheel stick he says, "I don't doubt but what I did strike some men with the stick." "I may have hit him (the carpenter) with this stick." The captain said he used to whittle it, but the mate denies that. Charles Vincent, a witness, called by the defence, says the captain had the brace stick when he was at the braces and that he and the carpenter used to feel its weight rather frequently and unpleasantly. With reference to beating the carpenter with ropes the captain says, "I cannot say I have never struck the man with the end of a rope, I may have struck him, but the eye business I never heard of till here. I don't think I ever struck the man over the head with the rope. I did not strike him purposely on the eye. I don't recollect his eye being bad. I never struck a man hard, only a little tap to make him move a little faster. I never hit him to hurt him. I may have hit him three or four times with a rope or with a stick. I occasionally struck a man with a rope in the act of taking ship when they were at the braces." I think this may be fairly taken as an acknowledgment of the truth of the men's testimony that they were beaten daily with ropes and sticks. The wheel stick, the mate says, was not used for any particular purpose. He never saw anybody strike a sailor with it or with a rope. I consider it established beyond all doubt by the evidence of the men and the admissions of the captain, that the captain, the mate, and the second mate Bourke were habitually beating nearly all the men, including the carpenter, with one or other of these sticks or with ropes, when the wheel required to be put over a little harder or a brace pulled a little stronger, and when the carpenter is a most quiet inoffensive man who would not strike back," says the Captain himself, and "though he is an officer I hit him." The plaintiff complains of the captain making this out the keel of his boots with a hatch-

et. The captain admits this, but it is also stated that the second mate beat the plaintiff at the instigation of the master, because he had growled and thrown his boots away. I think the captain's conduct in this matter was tyrannical. There is another specific charge of the captain's striking the carpenter when fixing a ring-bolt, and a man named Bourgeois testifies to this, but the mate says he only grumbled. I believe he struck him unprovokedly. Having now referred to the captain's personal acts of ill-treatment of the carpenter, it is necessary to notice the acts of the mates, who had the entire confidence of the captain, and apparently his full approval of all they were doing. On Christmas Day it appears all the crew had some drink. The mates wanted the carpenter to sing. He and the others say he could only sing bible songs, and these were not wanted, and so they both pulled him about and beat him. The mate admits that he and the second mate carried him from his house to the after part of the ship where the captain was, and states that, attracted by a choking noise, he found him hanging himself in his house with a rope; that he cut him down and saved his life. There is no record of this in either the official log or the ship's log, and the mate seems to have kept his log with much care. The mate's statement is without corroboration, and is opposed to the evidence of the plaintiff and all his witnesses, who depose that the mate was angry and beat the carpenter because he would not sing; they further depose that they heard him call out "murder, murder" in his house, and saw him dragged aft by the mate. The mate admits that he and the 2nd mate carried him aft but to watch to keep him from hanging himself. On another occasion it appears that the carpenter and three others were at the wheel which works the capstan. He got ill and fell or sat down. The mate came up to him and lifted him up and ordered him to work. He said he was sick, and could not; the mate then dragged him to the wheel to make him. The evidence is that he beat the man so that he attempted to drown himself and then that he was put into his house. The mate says he was attracted by the cry of one of the boys—that the carpenter was going to drown himself and that he went up and told him to turn the wheel when he said he was sick, and he admits dragging him to the wheel and then sending him to the house. He says he got medicine for him from the captain, but there is no record of this and the testimony of all the men is that the carpenter was harshly and badly treated, and I believe it. During the greater portion of the time that the ship was at Batavia and Kobe there were watchmen employed to prevent the men running away, and the carpenter explains his not complaining of his treatment to a doctor who came to see him at Batavia by saying that the first mate was present and that he was afraid to speak of his wrongs. The first mate admits his being present at the interview, but says they talked Dutch which he did not understand. As to the second mate Bourke, I refrain from saying anything about him, except on one day the 15th April the plaintiff was on a stage scraping the side of the vessel. There was another man with him named Olsen on the same stage. On another stage close beside him were two other men, Vincent and George Jackson. The sailing second mate, Harris, deliberately set about letting the carpenter into the sea. He called Olsen up, and he let loose one of the ropes which held up the stage, and the carpenter was dropped into the water. He held on to the rope at the other end of the stage, but he was immersed to the neck, and was very much frightened as he could not swim. Getting into a boat which was close beside the vessel, he got on deck at the starboard side and according to his own account and that of many others he was dragged across to the port side, by the mate and second mate, and pulled up the poop ladder by them to be sent over the stage again and go on with his work. He states he was dragged by the hair and badly beaten, and others who saw the thing state that he was badly beaten by both mates, whilst others who had an opportunity of seeing or hearing only state that he was dragged to the poop and they did not see him beaten. Both mates admit that they were very angry because he would not go over the side again and resume work, and that they did try to drag him on to the poop. The first mate states that he did not know how the man got wet, but that he was determined to make him obey his order. This Kobe scene is one of those where no two witnesses exactly agree as to what took place, but only one "Gus" testifies that Harris loosed the ropes. Harris admits that, and admits all but the beating so as to make him bleed. The treatment here described may be what sailors call "a lark" or what Harris himself called "a scare," but when it is remembered that the carpenter and Harris had fought about their food, that the carpenter could not swim, that no warning was given to him of what was about to occur, and that both mates got extremely angry with the man who was "hubbubbing and crying," as the mate says, and dragged him to the side, if they did not "beat him till they were tired," I think most people would characterize such conduct as outrageous and disgraceful, and the carpenter might justly think that they wanted to drown him. The captain was then out of the ship. He had left to go to Kobe, and the man was driven by the mate with threats to clean the screw of the wheel within a few minutes. The mate says, looking at the whole matter now, that he does not think that ill-treatment. It may not be out of place to note that these mates were perfectly sober when this scene occurred: On Sunday the 20th April the sailing second mate, Harris was the commanding officer in the ship. The captain was still at Kobe, and the mate had gone ashore. Harris was the worse for drink, but he knew very well what he did. He says he had some money, and that he gave \$2 to the carpenter to clear out. He allowed him to take his clothes, but saw it would be inconvenient for him to take his tools. The carpenter and all the men who saw what occurred depose that Harris swore that if he did not go he would kill him, and if he returned that he would certainly be killed before the end of the voyage. The carpenter took his clothes, went away crying, as one of the men says, because he had to go without his tools and wages. The Captain's witness Vincent, who says he scarcely ever spoke to the carpenter, testifies as follows: "Harry gave the money and said 'there is enough to take you on shore, go away.' He also said 'if you come back I'll break your head.' The carpenter said 'all right I won't come.' Michael went away in another ramped in about 6 minutes afterwards." Now here

we have not only continuous bad treatment throughout the voyage by the Captain and officers which would justify a man's quitting an intolerable life, but the man is actually driven out of the ship by the only officer on board with threats of what would happen in case of his return. I think it may be gathered from the report of the Jupiter, 2nd Hogg, Ad. 221, that the facts here disclosed justified the carpenter's leaving the ship and would entitle him to sue for wages, but independently of that there was abundant excuse for this man going away from the ship on the first opportunity in consequence of the ill-treatment of the captain and officers. Instead of a Stephens, 3 Esp. 269, Edward v. Invellick, 1 V. E. & B. 69, and I think he is entitled to bring this suit here for his wages. It is unnecessary to decide the question of insufficiency of food, but I may observe that the captain never put up a copy of articles in the fore-cabin; that he admits that the men frequently asked for more bread, that Burke who gave out the provisions from Bermuda to Batavia and is now in this Colony was not called, and that his own witness Vincent states that they had not more than one half their meat allowance; on the other hand, they clearly had a lot of substitutes, and the mate who took charge of the commissariat from Batavia to Kobe swears that he gave them the allowances as per articles. It is not unimportant, moreover, that two of the witnesses for the carpenter never complained to the Consul at Kobe of the insufficiency of their food; but the reason for this they say is that they had had the bumboat for a month which made them forget the hunger of the past. Let us now examine the defence of payment. This is more difficult, because of the unsatisfactory state of the accounts. The Captain says he reduced the carpenter's wages on the 15th October from \$5 10s. to \$3 10s. per month, on the ground of incompetency. He states that this entry was read over to him in the cabin about a fortnight before they got to Anjer in presence of the chief officer. "It was not read at the time, and it is not customary to do so." He says he told him about it before, and he calculates the carpenter's wages at \$3 10s. instead of \$5 10s. for the whole voyage. Now the mate gave general evidence corroborating the captain until I pointed out to him a circumstance in the keeping of the log which could not be explained on the assumption that the captain was right. It is thus—on page 14, which is a left hand page, there is an entry at the foot of the page dated September 25th. The succeeding entry on page 15, the right hand page, is January 8th, Batavia Roads, referring to the stealing of soap by Gus Leuchardt, and the next entry is at the top of page 16, October 2nd. Then there is an entry of October 11th, and then comes the carpenter's entry of October 16th; on page 17 come three entries of December 30th and 31st, and on page 18 comes an entry of January 17th and succeeding dates. Now I think it is very obvious that the entries October and December were made after those of January 8th, for that entry follows quite close and naturally on the 25th September. But what says the mate? "I recollect signing the entry of the 6th January on the morning the affair occurred." "I will not aver that any of those October entries were made before the 6th January." I certainly now think that those entries were made after the 6th January. I see the entry of February 8th about Raab's death. I swear that I only signed that before going to the Consul at Kobe." Now it is evidently that no reliance can be placed on the official log, kept as it has been, and when we find on its face evidence contradicting that given by both the mate and captain who signed the entries in it, their present testimony to the fact of disavowing or announcing the reduction of the wages contradicts themselves and is untrustworthy and perfectly worthless, especially as the carpenter denies ever having been told that he was reduced, whilst it is proved that he still did carry on his work and lived in "the house" and not in the fore-cabin. I therefore am of opinion that the carpenter's wages should be calculated at \$5 10s. per month throughout all the voyage till his leaving at Kobe. With reference to the account, I accept the carpenter's statement that he only got \$250 worth from the bumboat man. The captain kept no wages book and no accounts, and only scraps of paper, and the account was made out after leaving Kobe. Moreover, he said that he must have had Stetting's approval of the bumboatman's account before payment, and then admitted that he only paid the bumboatman at the last, when clearly Stetting could not have signed. He promised to produce the accounts, but he did not, and as 25 cents was all that he allowed the men to get from the bumboat, and the carpenter says he was treated the same, I only allow that amount. If the carpenter's wages were reduced to that of an able seaman then he should only have had the same allowance from the bumboatman and not have been treated as an officer, or else he was treated as an officer because his wages were of the same amount as the second mate's. At all events, the captain's claim for \$2 10s. odd, unsupported by any evidence, I must disallow, and if he paid it at all he did so to the bumboatman without the carpenter's authority or knowledge. I can only allow what the carpenter admits. As to the other articles from the shop-keeper charged in the account, it does seem monstrous that the captain should take such a profit, and as they are nearly all admitted I allow the items, with a reduction, however, of 35 per cent., with the exception of the chest, which must be left out. It is impossible to value the loss to the carpenter from his tools and effects. He was to blame in not going to H.M.'s Consul at Kobe before the ship left, and had he only stated to that officer his grievances as he has brought them out here, he would certainly have been released from the onerous agreement, would have escaped the punishment of six weeks' imprisonment which he says he underwent, and recovered the tools and effects which the captain returned as if, whilst the mate states that he informed the captain of what there was. This case has taken up considerable time, but the interests involved are not to be measured by the mere account of wages claimed. The requirements of commerce demand that sailors should not lightly break their engagements and leave their ships unprovided with the means of navigation in remote parts of the world, but, on the other hand, it must be remembered that sailors have rights as well as duties, and while they owe obedience to the master they are entitled to "protection and good treatment" and are certainly not to be beaten with ropes and sticks, during a

voyage of three years, or any voyage. A mere shove or cuff in a moment of excitement when prompt action is required may be sometimes excused, but systematic and organized beatings can never be tolerated. Throughout the whole of this inquiry I have had to keep steadily in view the tendency that sailors have to overstate their wrongs. They should bear in mind that grossly exaggerated complaints frequently create in the minds of those whose duty it is to hear them a belief that they are groundless, especially when it is found that a second witness gives a very different version; and it may not be out of place to observe that the neglect of masters to make entries required by act of Parliament in their official logs, which are evidence of the matters they record, must necessarily detract much from the value of their evidence in such cases as the present—cases, indeed, which are happily of very rare occurrence. Judgment for plaintiff, wages to be calculated at \$5 10s., less advance at New York and the captain's account reduced as indicated, together with the expenses incurred in recovering the wages.

#### CHINESE HOUSES IN HONGKONG.

The following Documents relating to the structures of Chinese Houses in the Chinese part of the Town of Victoria, are published in the Government Gazette:—

(TRANSLATION.)  
To His Excellency JOHN POPE HENNESSY, C.M.G., Governor of Hongkong, &c., &c., &c.

The humble Memorial of the undersigned, Land Owners and Residents in the Colony of Hongkong.

Sheweth:—Your Memorialists venture to memorialize your Excellency with reference to the following subject:—

A letter has been brought to their notice recently addressed by the Honourable Mr. Price, Surveyor-General, to Mr. R. G. Alford, regarding certain plans for Chinese houses, prepared by the latter, as Architect, for Mr. Lee Tak Cheong and others, which had been officially laid before Mr. Price. Your Memorialists observe from this letter that your Excellency concurs in objections raised to these plans by the Surveyor-General on the ground that houses built in accordance with them would be unhealthy, and in the suggestions made by the Surveyor-General for improving the ventilation of the houses by widening an alley space already allowed for in one plan, and by allowing space for two alleys where such had not been provided for in the other. The terms of Mr. Price's letter lead your Memorialists to infer that your Excellency is concurring in the suggested alterations and the reasons for them is, to a certain extent, laying down or is prepared to lay down general principles for the guidance of all landowners intending to build Chinese houses, because having been shown the plans in question they observe that the buildings as designed are for a very superior class of residence, that they provide for the ordinary requirements of Chinese tenants in a satisfactory manner, and from their point of view seem in no way deficient in regard to supplying the space for the admission of light and air which is required by their habits, ideas, and wants.

Now these habits, although your Memorialists are given to understand that they are condemned by the more recent rules of Western science, are, as a matter of fact, the outcome of a lengthened experience among the Chinese of living in large and crowded cities, and are as deep rooted as most of their social customs, so that it is quite certain that the tenants for whom these houses are intended as they would not understand the reason, would in no way avail themselves of the facilities for the free access of light and air which the Surveyor-General's proposed alterations would provide for them.

The windows looking out into the proposed alleys would be kept closed and the alleys themselves not being intended for use as thoroughfares would be made receptacles for the deposit of refuse and filth which would beyond question be suffered to accumulate to an extent in itself dangerous to health.

Such in fact has been the practical result of providing similar alley ways in other parts of this city as, for instance, in East and West Streets, Taipingshan, where, owing probably in great measure to this cause, epidemic diseases are frequent in the hot season, and at times when houses in Tung man-lane, Gilman's Bazaar, and other streets leading from the Queen's-road to the Praya where houses have been built back to back remain altogether free from such visitations.

The great cities in the mainland of China such as Canton and Fatsan, are singularly free also from epidemic disease, and there all along the streets and main thoroughfares it has been the practice from time immemorial to build the houses back to back.

In Hongkong, as your Excellency is aware, land has become extremely valuable, and in order to make it profitable as an investment, it is necessary to take advantage to the utmost of the space at command. Chinese tenants are, as a rule, on the other hand, unable or unwilling to pay high rents for their dwelling rooms, and it is only by so dividing the houses that many families or persons can reside in each division that Chinese property is made profitable and at the same time the necessary lowness of rents attained. Having regard then to Chinese habits, it is practically certain that all available building space taken out from any given plot of land for the mere purpose of ventilation will be so much taken away from the comfort of the tenants and will only lead to further overcrowding.

Again these open spaces never being used as thoroughfares, and consequently never properly lighted, will be very difficult to effectually police, and both as hiding-places for thieves and as giving easy access to the houses on both sides, will afford special facilities for robbery, the escape of robbers, and the concealment of plunder.

done so in ignorance that they would have to abide by it.

Your Memorialists belong to a law-abiding order, to whom, as the long experience of the Government of this Colony has shown, factions opposition is unknown, and they should not in this instance depart from their usual habit of silent submission to such laws and regulations as are made for their obedience, if they did not feel strongly that the points decided in the letter of the Honourable the Surveyor-General tend to press with injustice upon them, and are such as they think ought not to be finally decided without their having a hearing and some voice in such final decision.

Within the limits of a Memorial such as this, it is not possible to enter fully into the details of all the objections which exist on the part of your Memorialists to the conclusion arrived at, or do more than indicate the arguments by which their objections can be supported; but think they have sufficiently succeeded in showing that the matter should not be allowed to rest where it is, and that it is of sufficient public importance to require a further investigation.

Your Memorialists therefore humbly pray that your Excellency will be pleased to take the subject matter of this Memorial into your consideration and cause inquiries to be made either by means of a Commission appointed to take such evidence as your Memorialists may be able to lay before it and to hear their arguments, or by such other means as may seem to your Excellency the best fitted to elicit the truth.

[Here follow seventy-four signatures.]  
Hongkong, 24th May, 1878.

MINUTE BY HIS EXCELLENCY THE GOVERNOR.  
This Memorial, which relates to the structure of purely Chinese houses in the Chinese quarter of the town, is signed by nearly all the leading Chinese inhabitants of Hongkong, in fact it is signed by those intelligent and influential Chinese residents whose views with respect to such questions are entitled to the greatest weight.

Agreeing with them in the general principles they have now put before me, I would be glad to learn that the Memorialists could see their way to conforming to the essentially Chinese style of dwelling common both to Canton and Hongkong, and which, while economizing space to the utmost, admits of a certain amount of light and ventilation through the small square spaces left at the back, called *snook-holes*.

1.—So long as a continuous blank wall forms the back of any tenement not adjoining a side street, an open yard shall be provided between the house and its kitchen of the full width of the said house and a depth proportionate to the number of stories contained therein, viz., four feet deep for every house of two floors high (including the ground floor), five feet deep for every house three floors high, and increasing one foot in depth for every additional floor in height beyond.

2.—That the said yard shall not at any time be tiled over or covered in except by such bridges (roofed on the top floor only) of a width of not over four feet each as may be necessary to afford access to the kitchens from the upper floors, and that the said yards shall be paved with granite.

3.—That in case the party or external walls of such contiguous yards shall be built up above the ground floor there shall be provided on each side of every yard and at the level of every floor an aperture for ventilation through such party or external wall of a size of not less than 6 feet by 3 feet, in which no windows, janouses, or obstruction shall be placed, other than iron bars for the protection of property.

4.—That the utmost endeavours shall be used to cause the Tenants of the houses to keep the said open yards in such a clean and clear condition as shall allow of the continuous passage of air through them on the level of every floor from one end of such block of buildings to the other.

Quotations.  
HONGKONG, July 23, 1878.  
OPUM.—New Patna, cash...\$595 a 507½  
" Old Patna, cash...None  
" New Benares, cash...\$70 a 572½  
" Old Benares, cash...None  
" New Malwa, cash...\$70  
" Allowance Teals...16 a 20  
Exchange.  
Bank, on demand...8/8  
" 30 days' sight...3/8  
" 6 months' sight...3/10  
Credit...3/10 1/2  
Documentary 6 months' sight...3/10 1/2  
Bombay, demand Rupees...22½  
Calcutta...22½  
Shanghai, demand...72½  
" 30 days...73½  
Bar Silver, 17, dwts. 2...109½  
Sycee...109½  
Mexicans...\$ 4 p.c. pm.  
Gold Leaf...\$6.80  
English Sovereigns...\$ 5.21  
Discount...8 to 9 %  
Shares.  
Hongkong Bank, 74 p.c. prem.  
Union Ins. Society of Canton, \$1,850  
China Traders' Ins. Co., \$1,400  
Yankong Ins. Assoc., Tls. 655  
Chinese Insurance Co., \$230  
North China Ins. Co., Tls. 1,080  
E.K. Fire Ins. Co., \$285  
China Fire Ins. Co., \$280  
E.K. & W. Dock Co., 13 p.c. prem.  
E.K. & W. S. Boat Co., \$3 p.c. prem.  
Shanghai Steam Navigation, Tls. 21  
Hongkong Gas Co., \$90  
Hongkong Hotel Co., \$57 ex div.  
China Sugar Refining Co., \$42 p.c. prem.  
Chinese Imperial Loan, \$108.10,  
Do. of 1877, \$107.



